Torrance, California.
January 17th,1922.

A regular meeting of the Board of Trustees was held this date, was called to order by the President at 8 o'clock P.M., in the council chamber.

The following members were present; Trustees Fitzhugh, Gilbert, Smith Stone and Proctor.

The minutes of the previous meeting were read and approved.

A communication from R.F.Goudey, Southern Division Engineer of the State Board of Health, regarding the sewer farm and septic tank, and permit, was read and on motion refered to the Sewer Committee for attention.

A communication fron the American Legion Post of Torrance,thanking the Board for courtesies extended in allowing the Legion to stage the Scotts Greater Shows, was read and on motion ordered filed, with the suggestion that the American Legion should take matters of this kind up with the Board in the proper manner before making contracts.

The report of the Recorder for the period ending January 15thp showing fines collected of $57.50, was accepted and ordered placed on file.

A questionier from the Maryland Casulty Co, regarding the application for bond by Byron McCurdy Anderson, was presented and on motion, duly seconded the President and Clerk were authorized to sigh same.

Mrs.Helen O'Leary appeared before the Board and explained in detail why she was not acting in her capacity as registar of voters, to which office this Board had previously recommended her. She was advised that there was stillplenty to do, that there were still many voters who had not registered, and she should make every effortto register them all.

Mr. I.W.Barnett, Supt.of Schools of Torrance addressed the Board on the question of a safety device, to handle the traffic around the park in front of the school, and ask if it was a matter of finance or if the Board had any other abjection. He stated that he thought that he would be able to finance same by public subscription if necessary, he also stated that he would like to have fences placed across all but 16' of the streets on the South-east and South-west corners. This question was discussed at length by the Board, and Trustee Smith made the following motion, which was later withdrawn, "That the Street Committee confer with Mr. Barnett on the matter of handling the traffic, with power to act. The following motion was made in its stead by Trustee Gilbert, "That the matter be refered to the proper committee to confer with the Attorney to draft an ordinance closing the street to thru traffic. Motion duly seconded and carried.

Mr. Barnett advised the Board as to the amount of money the Torrance schools had received out of the bonds which were recently voted for school purposes, the amount being around $39,000.00, and that there will be no more available owing to the increase in the munber of pupils in the Los Angeles school district and the fact that the bonds did not find a ready sale. When ask if Torrance could handle its own school affairs, Mr. Barnett stated that it would take an assessment district of at least $5,000,000.00 and that the district served by the Torrance schaols was more than that, and that he would be glad to give any information covering the district, and that he had nearly all of this information at hand at present.

Trustee Fitzhugh reported that he had spoken to various porperty owners on Arlington Avenue and that they were against the cutting of the width of that street to 40 feet as suggested by the Engineer at the last meeting. On being notified in regard to the rubbish being burned in the center of the City, he stated that it would be cleaned from time to time after being burned.

Trustee Stone reported that Mr. Pruitt took the matter of accepting his resignation very nice, Mr. Pruitt was informed that had he not moved his residence from Torrance, the Board would not have considered his resignation. Trustee Stone ask regarding the riding of bicycles on the sidewalks, and thot that an ordinance should be drawn prohibiting the same.

Regarding the dog pond he stated that he would have to hire same to be constructed and ask what amount the Board would care to spend. On motion of Trustee Smith, duly seconded the Police Committee were given power to take necessary action in the construction of the dog pond, by the following vote; Ayes; Trustees Fitzhugh, Gilbert, Smith, Stone and Proctor. Noes; None. Absent; None.

On motion a bill from.M.W.Smith for repairing of Street Lights was refered to the Light Committee for action. Motion duly seconded, was carried

The attorney stated that the County Council had agreed to a proposition of his in regard to the payment of the tax money to the City of Torrance, and presented the following resolution.

Resolution No.2

Resolved-- That the City of Torrance accept from the County of Los Angeles and road taxes of any kind collected as taxes on property within the City of Torrance, upon the following conditions and agreements: to-wit If after the payment of any such moneys to the City of Torrance, it shall be finally determined by a competent court of the State of California that the payment of such moneys to the City of Torrance shall have been unlawful, or if it shall be so determined that the said moneys shall have been illegally or unlawfully collected by said County of Los Angeles as a tax upon the property within the City of Torrance, then in either such event the City of Torrance does undertake to repay to the County of Los Angeles such moneys upon demand. Andthe president of the Board of Trustees of the City of Torrance and the Clerk of said City are hereby authorized to enter into a written agreement with the said County of Los Angeles or any officers thereof on behalf of such County, binding the City of Torrance to repay said moneys in the event any of the above mentioned contingencies occur.

Saidresolution was passed by the following vote:

Ayes; Trustees Fitzhugh,Gilbert, Smith, Stone and Proctor.

Noes; None. Absent; None.

ORDINANCE No.17 AN ORDINANCE PROVIDING FOR THE ASSESSING OF PROPERTY AND COLLECTION OF TAXES WITHIN AND FOR THE CITY OF TORRANCE BY THE COUNTY ASSESSOR AND COUNTY TAX COLLECTOR OF THE COUNTY OF LOS ANGELES.

The Board of Trustees of the City of Torrance do ordain as follows;

Section 1. The City of Torrance does hereby elect that the duties of assessing property valuations and collecting taxes provided by law to be performed by the assessor and the tax collector of the City of Torrance shall hereafter, until the Board fo Trustees of the City of Torrance shall pass an ordinance otherwise, be performed by the County Assessor and County Tax Collector, respectively of the County of Los Angeles, said County being the County within which said City of Torrance is situsted.

Section 2. The City Clerk shall certify to the passage of this ordinance by a majority vote of all the members of the Board of Trustees and its approval by the President of said Board, and shall cause copies of the same to be posted in the following three places which are hereby declared to be three of the most public places in the City of Torrance, to-wit;

One copy thereof at the entrance to the present meeting place of the Board of Trustees of the City of Torrance.

One copy thereof at the entrance to the present offices of the Dominguez Land Corporation in the City of Torrance.

One copy thereof in the lobby of the Torrance Post Office.

And thereupon and thereafter this ordinance shall be in full force and effect.

Was given its final reading, and passed by the following vote;

Ayes; Trustees Fitzhugh, Gilbert, Smith, Stone and Proctor.

Noes; None. Absent; None.

ORDINANCE No.18. AN ORDINANCE PROHIBITING THE SALE, MANUFACTURE FOR SALE, TRANSPORTATION, OR PURCHASE OF INTOXICATING LIQUOR WITHIN THE CITY OF TORRANCE, AND PROVIDING PENALTIES FOR THE VIOLATION HEREOF.

The Board of Trustees of the City of Torrance do ordain as follows:

Section 1. The term intoxicating liquor as used in this ordinance shall include all spirituous, fermented, vinous, and malt liquors or

mixtures of liquors which contain one half of one per cent, or more, by volume of alcohol, and which is not so mixed with other drugs as to prevent its use as a beverage.

Section 2. It shall be unlawful for any person, firm, or corporation to manufacture for sale, sell, purchase, barter, or transport any intoxicating liquor within the City of Torrance, or within said City to solicit, take, or receive any order for any such liquor, or within said City to advertise where, how, from whom or at what price such liqour may be obtained except as permitted by the laws of the United States.

Section 3. In the interpretation of this ordinance, words of the singular number shall be deemed to include their plurals and words of the masculine gender shall be deemed to include the feminine and neuter gender.

Section 4. The sale, purchase, barter, or transportation of intoxicating liquors within the City of Torrance, or the soliciting, taking, or receiving any order for any such liquor within said city, or the advertising within said city how, where, from whom, or at what price such liqour may be obtained shall be prima facie evidence that such act or acts were not at the time committed expressly permitted by the laws of the United States or permits issued in accordance therewith. And the burden shall be upon the person accused to show that such act or acts are expressly so permitted.

Section 5. Should any section or any portion of this ordinance be declared unconstitutional by a competent court the remainder shall continue in full force and effect, it being expressly declared that such is the intention.

Section 6. Any person who shall violate any of the provisions of this ordinance shall be guilty of a misdemeanor and on conviction therof shall be punished by a fine of not less than Twenty Five Dollars ($25) nor more than Three Hundred Dollars ($300) or by imprisonment for a period of ninety days or both such fine and imprisonment.

Section 7. The City Clerk shall certify to the passage of this ordinance by a majority vote of all the members of the Board of Trustees and its approval by the President of said Board, and shall cause copies of the same to be posted in the following three places which are hereby declared to be three of the most public places in the City of Torrance, to-wit;

One copy thereof at the entrance to the present meeting place of the Board of Trustees of the City of Torrance.

One copy thereof at the entrance to the present offices of the Dominguez Land Corporation in the City of Torrance.

One copy thereof in the lobby of the Torrance Post Office.

And thereupon and thereafter this ordinance shall be in full force and effect.

Was given its final reading and passed by the following vote;
Ayes; Trustees Fitzhugh, Gilbert, Stone, Smith and Proctor.
Noes; None. Absent; None.

ORDINANCE NO 19, AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE CITY OF TORRANCE ADOPTING SPECIFICATIONS No.1, FOR CONSTRUCTING ASPHALT PAVEMENTS, CEMENT CURBS AND SIDEWALKS, OILED MACADAM STREETS, AND OILED AND GRAVELED ROADWAYS IN THE CITY OF TORRANCE.

Be it ordained by the Board of Trustees of the City of Torrance that the following specifications, to be known as specifications No.1, for constructing asphalt pavements, cement curbs and sidewalks, oiled macadam streets and oiled and graveled roadways within the City of Torrance, be and the same are hereby adopted for all such construction work within the City of Torrance.

Section 1.
Plans, etc.
The work to be done under these specifications shall include the furnishing of all labor, material and equipment necessary for or appurtenant to the construction and completion of all asphalt pavements, cement curbs and sidewalks, oiled macadam streets and oiled and graveled roadways shown on and in accordance with the plans, profiles and crass section, which shall be adopted by the Board of Trustees of the City of Torrance, and filed in the office of the City Engineer of the City of Torrance.

All work during its progress and on its completion, shall conform to line elevations and grades shown on said plans, profiles and cross sections.

The work shall be done in a thorough workmanlike manner and to the satisfaction of the Superintendent of Streets.

Bidders must examine and judge for themselves as to the location of the proposed work, the nature and the amount of the proposed excavation and of the work to be done.

Section 2.

Grading.

(a) Rough Grading

Shall include all filling, the removal of all earth, stone or other material of whatever nature it may be, that may be incountered in preparing the street for the improvement to be made. Plowing or excavating sound material shall not be done to a depth greater than six (6) inches below pavement subgrade or the finished grade where no pavement is to be constructed. On any street where the improvement of the roadway is specified, the rough grading in any block shall be completed and the surface leveled up approximately to final sub-grade before the construction of any cement work is begun in such block, excavated material not required for fills, shall be removed from the street as soon as excavated.

(b) Filling

The space over which fills are to be made, shall first be cleared of all brush timber, trash or debris. All filling shall be done with good sound earth or gravel. And no oil cake or other lumpy material, or material of a perishable, spongy or otherwise improper nature, shall be used in filling. No fills shall be widened by dumping losse material over their slopes.

Fills shall be made in layers not exceeding one (1) foot in depth. Each layer after being leveled off, shall be thoroughly dampened.

(c) Mud and Soft Material

When mud, or other soft or spongy material is encountered it shall be removed and the space filled with gravel or good earth which shall be placed in layers and dampened as hereinbefore set forth for fills.

The width of the street to be graded shall mean the entire width of the street from property line to property line. The roadway space between the curb lines shall be shaped to conform to the cross section as shown on the plans and where no sidewalks are constructed the sidewalks spaces shall be surfaced to conform to a plane sloping from the established grade at the property line to the top of the curb as shown in the plans.

After the street has been brought to the grade and cross section shown in the plans, the surface shall be thoroughly rolled with a steam or gasoline tandem roller weighing not less then two hundred (200) pounds per linear inch width of tire. Any surface shown by this rolling to be yielding or settling shall be refilled and rerolled. Mud, sandy, soft or spongy material must be removed or made solid by the addition of material which will pack until the surface ceases to creep or wave under the roller. Any depression made byrolling, ruts made by trucks or wagons, depressed or settled pipe trenches shall all be filled and rolled until smooth and solid. All trenches excavated in the street shall be thorughly wet and settled prior to rolling of the street.

Whenever the surface of the street is too dry to compact under the roller it shall be wet and cultivated until it will pack under the roller. Whenever the street is too wet to permit of thorough rolling the contractor shall wait until the material has dried sufficiently and then complete the rolling.

After being rolled the street shall be tested for grade and cross section and when found to be in accordance with the specifications and grades given, the contractor shall proceed as hereinafter mentioned.

Section 3.

Willite Pavement

(a) Willite Pavement

The asphaltic pavement herein described shall be that known as Willite and shall be Willite Plastic Composition properly placed and consolidated. The Willite Pavement shall be laid upon a grade prepared

as hereinbefore described or on such a surface as shall be specifically named in the Resolution of Intention.

The Pavement shall be either five (5) or four (4) inches in thickness, and shall be laid in two (2) courses. When it is four (4) inches thick the lower course, or base, shall be two and one-half (2½) inches in thickness and the upper course, or wearing surface shall be one and one-half (1½) inches in thickness after receiving its final compression.

When it is five (5) inches thick the lower course, or base, shall be three (3) inches in thickness and the upper course, or wearing surface shall be two (2) inches in thickness after receiving its final compression.

(b) Willite Plastic Composition-Base

The lower course, or base, shall consist of asphalt cement, copper sulphate, sand and gravel or broken stone in the following proportions by weight:

(a) Asphaltic Cement, soluble in Carbon Bisulphide, between four and one-half per cent (4.5%) and seven and one-half per cent (7.5%).

(b) Copper Sulphate (Commercial, one and one-half (1½) to three (3) per cent of the total asphalt contents.

(c) Sand and gravel or Broken Stone:

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Passing | 80 | mesh | screen, | | | | | | | | 10 to 20% |
| " | 50 | " | " | and retained on | | 80 | mesh | screen | | | 12 to 20% |
| " | 30 | " | " | " | " | 50 | " | " | | | 15 to 25% |
| " | 10 | " | " | " | " | 30 | " | " | | | 25 to 40% |
| " | ¼ | inch | " | " | " | 10 | " | " | | | 6 to 20% |
| " | ½ | " | " | " | " | ¼ | inch | " | | | 4 to 10% |

(c) Willite Plastic Composition- Wearing Surface

The upper course, or wearing surface, shall consist of asphalt cement, copper sulphate, sand filler, sand and gravel or broken stone in the following proportions by weight:

(a) Asphalt Cement soluble in Carbon Bisulphide, between seven and one-half per cent (7.5%) and nine and one-half per cent (9.5%)

(b) Copper Sulphate (Commercial) one and one-half (1½) to three (3) per cent of the total asphalt contents.

(c) Sand filler, Sand and Gravel or Broken Stone:

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Passing | 200 | mesh | screen | | | | | | | | 6 to 10% |
| " | 80 | " | " | and retained on | | 200 | mesh | screen | | | 9 to 16% |
| " | 50 | " | " | " | " | 80 | " | " | | | 10 to 20% |
| " | 30 | " | " | " | " | 50 | " | " | | | 20 to 30% |
| " | 20 | " | " | " | " | 30 | " | " | | | 9 to 16% |
| " | 10 | " | " | " | " | 20 | " | " | | | 12 to 25% |
| " | ¼ | inch | " | " | " | 10 | " | " | | | 10 to 20% |
| " | ½ | " | " | " | " | ¼ | inch | " | | | 5 to 10% |

(d) Asphaltum

The Asphaltum used under these specifications shall be Grade "D" Asphalt and must be prepared from the products of California Crude Asphaltic Petroleum and must be free from admixture with any residues obtained by the artificial distillation of coal, coal tar or paraffine oil.

(a) Penetration- Its penetration or consistency, determined by the use of a No.2 needle in a New York Testing Laboratory Penerometer shall be bewteen 50 and 60 degrees under a weight of one hundred (100) grams applied for five (5) seconds, at a temperature of seventy seven (77) degrees Fahrenheit.

(b) Solubility- At least ninety-eight and one-half per cent (98.5%) of the Asphaltum shall be soluble in cold carbon tetra-chloride ($CCl_4$) and ninety-nine per cent (99%) in cold carbon bisulphide ($CS_2$); on ignition it shall show not more than fifteen per cent (15%) of fixed carbon; not less than eighty per cent (80%) nor more than ninety-four (94%) per cent shall be soluble in eighty-six (86) degrees naphtha.

(c) Ductility- This test shall be made upon a sample briquette one square centimeter (1 sq.cm.) in cross section and at a temperature of seventy-seven (77) degrees Fahrenheit. The Specimen shall show, when elongated at the rate of five centimeters (5cm) per minute, an elongation of not less than seventy-five centimeters (75cm).

(d) Evaporation- The evaporation from fifty (50) grams in five hours at three hundred and twenty-five (325) degrees Fahrenheit in a cylindrical dish five and five-tenths centimeters (5.5 cms) two and one-sixth inches (2 1/6") in diameter, and three and five-tenths centimeters (3.5 cms), one and one-third inches (1 1/3") deep in a

standard oven, shall not be over three per cent (3%).

(e) Penetration after evaporation shall not be less than fifty per cent (50%) of the original penetration.

(f) Sand, Gravel, and Broken Stone- The Sand, Gravel and Broken Stone for the Willite Plastic Composition shall be hardgrained and free from oils and shall contain not more than five per cent (5%) by weight of loam, clay or other earthy impurities.

(g) Sand Filler or Stone Dust- The Sand Filler or Stone Dust may be powdered Stone or Portland Cement, as the contractor elects and shall be of such fineness that all of it will pass a fifty mesh to the inch screen and at least seventy percent (70%) will pass a two hundred (200) mesh to the inch screen.

(h) Copper Sulphate- The Copper Sulphate to be used in the manufacture of Willite Plastic Composition shall contain ninety-eight per cent (98%) of pure Copper Sulphate.

(i) Screens- The screens larger than $\frac{1}{4}$ inch herein specified shall be held to have round openings and all screens $\frac{1}{4}$ inch and smaller shall be held to have square openings, as;

2 inch and $\frac{1}{2}$ inch screens or rings shall have, respectively 2 inch and $\frac{1}{2}$ inch diameter round openings , and 10 mesh, 40 mesh, 80 mesh and 200 mesh, etc., screens shall have respectively 10, 40, 80, and 200 square meshes per linear inch, that is respectively, 100, 1600, 6400 and 40,000 square openings per square inch.

(j) Mixing Materials- The Sand, Gravel and Broken Stone shall be heated in suitable dryers to a temperature between three hundred (300) and three hundred and seventy-five (375) drgrees Fahrenheit.

The hot sand, sand filler or stone dust, and gravel or broken stone shall then be thoroughly mixed together in a suitable mixer. The necessary quantity of asphaltum (Previously heated to between three hundred and three hundred and fifty degrees Fahrenheit) and the copper sulphate shall then beadded, and the whole mass shall then be mixed not less than sixty seconds for base and not less than sixty seconds for wearing surface, or until every particle of sand, sand filler of stone dust and gravel or broken stone is thoroughly coated with a thin layerof asphaltic cement. In no case, after refining, shall the asphaltic cement be heated above three hundred and fifty (350) degrees Fahrenheit. The material so produced must leave the mixer ata temperature of between two hundred and sixty (260) and three hundred and twenty-five (325) degrees Fahrenheit, and must be fine grained and capable of producing a compact pavement.

(k) Laying Pavement Materials- All materials used in the pavement both for the base and top wearing course, and single course pavement, shall conform to the percentage hereinabove specified for preparing the Willite Plastic Composition, All contact surface of curbs, manholes and all cold pavement joints shall be painted with hat asphalt cement before wearing surface is laid. When preparing Willite base to receive the top course of Willite wearing surface, the surface of the base shall be swept of all dust or rubbish, and asphalt paint binder of the asphalt cement, herein specifiedunder "Materials," shall be uniformly sprinkled over the entire surface of the base, either by a spraying machine or broom and after the paint binder has been applied the street shall be barricaded until the waaring surface is laid. To prevent radiation, a heavy duck tarpaulin shall cover the Willite material from the time it leaves the mixing plant until it is deposited upon the work. The Willite Plastic Composition, prepared as above specified, shall be brought to the work and shall not be colder than two hundred and fifty (250) degrees Fahrenheit, not hotter than three hundred and twenty (320) degrees Fahrenheit, when it reaches the place of the improvement where it will be deposited.

When the Willite material arrives at the job, it shall at once be uniformly spread with hot shovels and hot rakes to such a depth that after receiving its ultimate compression each layer of the Willite pavement will be of a thickness not less than that shown on cross-section adopted for the work. Rakes used for this purpose shall have strong teeth of a length sufficient to penetrate through the entire thickness of each layer of the pavement. After spreading each layer of the pavement, it shall be thoroughly rolled by a steam or gasoline roller having a weight of not less than two hundred (200) pounds per linear inch width of tire. Diagonal or cross-rolling shall be done wherever possible.

All rolling shall be done in a manner to give a true, uniform surface to the finished pavement and until no further compression is shown under the wheels of the roller used and the rolling shall be carried on continually until the pavement is so compressed. All placesthat are inaccessable to the roller must be tamped with hot iron tampers. The resulting pavement must be shown a close-grained, even and smooth surface true to grade and cross-section and free from all hollows and inequalities.

No traffic shall be allowed on the street until the day following its completion when the pavement is thoroughly cooled and set. All cold joints shall be painted with hot asphaltic cement.

Section 4

Oiling and Graveling

The street shall be sprinkled to make the soil as damp as is necessary to absorb the oil. Oil, containing not less than 75% of Asphalt, shall then be evenly distributed over the roadway of the street in a volume equal to three-fourths (3/4) of a gallon per square yard of surface.

The street shall be well barricaded to prevent any travel thereon and after a lapse of twenty-four (24) hours, sand and gravel of the quality hereinafter described shall be evenly spread upon the oiled surface to absorb all surplus oil.

The surface shall then be brought to a smooth and even surface by the use of hand brooms or rakes and any surplus sand or gravel shall be removed.

The second coating of oil, containing not less than 90% of Asphalt shall thenn be evenly distributed over the surface of the street in a volume equal to three-fourths (3/4) of a gallon per square yard of surface covered. the street shall again be barricaded against all traffic and after a lapse of not less than twenty-four (24) hours, sand and gravel of the same quality hereinafter described shall be evenly spread upon the oiled surface in sufficient quantity to absorb all oil. The roadway shall again be swept to a uniform surface and again rolled with the tandem roller hereinbefore described. Any oil showing through the gravel top covering shall receive additional gravel and on completion the whole surface shall have not less than one-fourth ($\frac{1}{4}$) of an inch of gravel applied to absorb any oil that may hereafter come through the surface.

The gravel and sand to be used to cover the oil may be a local product and shall conform to the following: At least 90% shall pass a screen of three-fourths ($\frac{3}{4}$) inch square mesh and not to exceed 30% shall pass a screen of fourteen (14) square meshes to the linear inch. The gravel and sand shall not contain any combinations of loam, clay or soft stones in excess of 5%.

Section5.

Oiled Macadam

After the roadway has been graded and thoroughly rolled as provided in Section 2 of these specifications, having a surface three (3) inches below the finished cross section shown on the plans, crushed rock shall be evenly spread thereon and rolled with a tandem roller weighing not less than two hundred (200) pounds per linear inch width of tire until the compacted rock layer is three (3) inches in thickness and is compact and unyielding under the roller.

Any spots which show creeping, sand through the rock or failure to compact shall be dug out, refilled and made solid.

This foundation layer of rock shall be of size which will pass a three (3) inch screen and be retained on a one and one-half inch ($1\frac{1}{2}$) screen. Upon this compacted layer of rock a coating of oil containing not less than 90% percent of asphalt shall be evenly spread in a volume equal to three-fourths ($\frac{3}{4}$) gallon per square yard of surface covered. This coating of oil shall be covered with sufficient crushed rock of the quality described of a size which will pass a three-fourths ($\frac{3}{4}$) inch screen and which will be retained upon a one-fourth ($\frac{1}{4}$) inch screen, to absorb the oil and permit it to be once rolled with the tandem roller hereinbefore mentioned. After rolling a second coating of oil containing not less than 90 percent, of asphalt shall be evenly spread in a volume equal to one-half ($\frac{1}{2}$) gallon per square yard of surface covered. This shall be covered with crushed stone chips of rock of the quality above described and of a size which will pass a one-half ($\frac{1}{2}$) inch screen and 90% which will be retained on a screen of ten meshes to the linear inch, until all oil is absorbed. The street shall again be rolled with the tandem rolled above described and after the rolling a coating of stone chips at least one-fourth ($\frac{1}{4}$) inch in thickness shall be spread over the surface.

Section 6.

Rattler Test

At least thirty (30) pounds of the material to be tested shall be available for the test. Each sample when ready for the rattler shall consist of five (5) kilograms (eleven pounds) of said material, all shall pass a 2 inch screen, sixty (60) percent, by weight, shall be retained on a ½ inch screen. The said sample shall be tested in a rattler known as the Los Angeles Rattler, and maintained by the City of Los Angeles, or an identical machine, consisting of a metal cylinder twenty-eight (28) inches in diameter and twenty (20) inches in lenght, longitudinally mounted on a horizontal shaft and having a shelf four (4) inches wide extending from end to end. Durning the test the rattler shall be revolved at a rate of between twenty-eight (28) and thirty (30) revolutions per minute. A charge for the rattler shall consist of the said five (5) kilogram sample and fourteen (14) cubical blocks of cast iron with rounded corners and edges, said blocks measuring about one and one-half (1½) inches in each dimension and having a weight of five (5) kilograms. After receiving the charge the rattler shall be given five hundred (500) revolutions. The sample shall then be screened and the portion, by weight, which will pass a 10 mesh screen shall be considered and designated as the loss.

Broken stone, or crushed rock for asphalt pavvement, macadam or any use within these specifications, shall contain not more than five (5) per cent, by weight, of pieces having rounded surfaces, and when subjected to the rattler test herein specified, shall show a loss of not less than fifteen (15) per cent and not more than twenty-five (25) per cent.

Section 7.

Oil Tests and Spreading

(a) Spreading Oil

All oil shall be spread in a uniform sheet by an automobile distributor equipped with pressure spray nozzles. The pressure shall be at least twenty-five (25) pounds per square inch and the temperature at least three hunhred (300) degrees Fahrenheit. In the process of oiling, care must be taken not to soil the curbs and walks.

(b) Oil

Shall be an asphaltic base petroleum or petroleum residuum; it must be free from adulterations and must conform to the following requirements:

(a) Water and Sediment- It shall not contain more than one-half (½) per cent, by volume, of water and not more than one (1) per cent, by volume, of sediment. The percentage of water and sediment shall be determined by mixing in a graduated contrifugal tube fifty (50) cubic centimeters of the oil to be tested with fifty (50) cubic centimeters of a mixture of gasoline and carbon bisulphid having a specific gravity between.9993 and.9964. The tube and contents shall be run in a centrifugal machine ten (10) minutes at a speed of fifteen hundred (1500) revolutions per minute, after which the per cent of water and sediment settled at the bottom of the tube shall be computed.

(b) Solubility in Carbon Bisulphid- A two (2) gram sample, when free from water, shall be at least ninety-nine (99) per cent soluble in carbon bisulphid.

(c) Solubility in Bromine Bisulphid- Of the bitumen soluble in carbon bisulphid, at least ninety-nine and sixty-five hundredths (99.65) per cent shall be soluble in the carbon bisulphid-bromine solution when tested as follows: Twenty-five (25) cubic centimeters of a solution composed of one hundred thirty-five (135) milligrams of bromine to one hundred (100) cubic centimeters of carbon bisulphid shall be poured upon two (2) grams of oil and shaken in nonactinic light for three (3) minutes it shall be immediately filtered through a Gooch crucible with menometer not exceeding twenty (20) centimeters.

The solution shall pass through the crucible in not less than five (5) nor more than ten (10) minutes. The crucible shall then be washed with carbon bisulphid, dried at a temperature between one hundred (100) and one hundred five (105) degrees Centigrade and weighed.

(d) Asphalt Determination - Fifty (50) grams of the oil freed from water shall be placed in a cylindrical brass dish having an inside diameter of ten and one-tenth (10.1) centimeters, and shall be kept in a Brown Asphalt Evaporator, maintained at a uniform temperature of five hundred sixty-five (565) degrees Fahrenheit until it has reached a consistency which will result in a penetration of eighty hundredths (0.80) centimeter. The residue shall them be weighed and the per cent of the original weight computed. The time required to reduce the oil to the penetration of eighty hundredths (0.80) centimeter shall be less than one hundred sixty-five (165) minutes. The sample shall be tested for penetration in the above mentioned brass dish at a temperature of seventy-seven (77) degrees Fahrenheit. The test shall be made with a

needle one and sixteen thousandths (1.016) millimeters in diameter having a tape of six and thirty-five hundredths (6.35) millimeters to a sharp point. The specified penetration shall be the depth to which said needle will penetrate in five (5) seconds under a load of one hundred (100) grams.

(e) Adhesiveness- The adhesiveness of the oil with different percentages of asphalt at the specified temperatures and weight on the rod, shall be not less than as follows:

| | | | | | |
|---|---|---|---|---|---|
| 75 per cent asphalt, | no adhesive test demanded | | | | |
| 80 " " " , | 100 gram weight, | 35 degrees | Centigrade | 9 | |
| 80.5 to 85% " , | 760 " " , | 25 " | " | 25 | |
| 85.5 to 90% " , | 760 " " , | 35 " | " | 27 | |
| 90.5 to 95% " , | 760 " " , | 35 " | " | 60 | |

The adhesiveness shall be determined with a Brown adhesivemeter.

The rod shall be clamped with the top of same at the thirteen (13) centimeter mark on the scale, and the cup filled with oil to within one and one-half (1½) inches of the top. When the oil has reached the required temperature the rod shall be moved to the top of the scale and then pressed down to the thirteen (13) centimeter mark, moved again to the top of the scale, allowed to drain for six (6) minutes and released. The time in seconde required for the rod to fall from the three (3) centimeter mark to the thirteen (13) centimeter mark shall be taken to be the measurement of the adhesiveness of the oil.

(f) Thermal Readings- It must be delivered at the point of application at a temperature of not less than three hundred (300) degrees Fahrenheit, nor more than four hundred (400) degrees Fahrenheit.

(g) Thermal Corrections * In determining the quantity of oil delivered the correction for expansion by heat shall be as follows: From the measured volume of oil received at any temperature above sixty (60) degrees Fahrenheit, an amount equivalent to three tenths (0.3) per cent for every ten (10) degrees above said sixty (60) degrees Fahrenheit, shall be subtracted as the correction for expansion by heat. For the purpose of measuring this oil, a temperatur of sixty (60) degrees Fahrenheit shall be deemed normal temperature.

(h) Testing Oil- All oil to be used shall be tested by the Superintendent of Streets.

Section 8.

Curbs

(a) Size, Radius, etc.

Cement curb shall be of the following size and dimentions; Six (60 inches wide on the top, nine (9) inches wide on the bottom and fifteen (15) inches in depth, having a straight back and all of the batter on the front side- whenever a gutter of one foot in depth below the top of the curb is shown on the plans, the curb shall be six (6) inches on the top, and ten (10) inches wide on the bottom and eighteen (18) inches in depth.

The radii of all curbs at street intersections shall be eight (8) feet and at alley intersection three (3) feet. At private driveways on either side thereof curbs shall be on a radius of three feet to the end of the curve of said radius but the linear feet of curb to be estimated to the contractor shall be the linear feet across said driveway alond the curb line the same as if no omission had been made for the driveway. Curbs shall be placed upon a subgrade thoroughly settled, tamped and dampened.

(b) Forms

Planks used for forms shall be of a width to the full depth of the curb, and for straight curb shall be two (2) inches thick. Warped plank and plank not having a smooth straight upper edge shall not be used. Front and back forms shall always be used. Rigid outside forms shall be provided for curb returns having radii of three (3) and eight (8) feet. Benders or thin plank forms, rigidly placed, may be used for curb returns having a radius not specified above and for curbon other curves. All curb forms must be carefully set to proper alignment and grades. The curb plank shall be rigidly held in place by the useof not less than five (5) pairs of iron stakes to each twenty (20) foot section of curb, and other sections in proportion. Clamps, spreaders and braces shall be freely used where required. The total lenght of the curb plank provided shall be not less than one-third (1/3) of the lenght of the curb constructed in one day(1). Curb forms shall not be removed from the concrete in less than one-half (½) hour after the concrete has benn tamped into place, and the back form shall

not be removed until the face of the curb has been plastered.

(c) Placing Concrete

Concrete, machine or hand mixed, shall be placed in the forms in layers not more than six (6) inches in depth. Each layer shall be tamped until the concrete is entirely compacted.

(d) Plastering and finishing

The top of the curb shall plastered with one-half (½) inch coat of finish mortar, prepared as hereinafter specified, as soon as the concrete has been tamped. The back and face of the curb shall receive a one-fourth (¼) inch coat of the said finish mortar as soon as the forms are removed, the back to a depth of approximately two (2) inches and the face to a depth not less than two (2) inches below the gutter line, but in no case less than twelve (12) inches. The plastered surfaces of the face of the curb before the concrete has set shall be smoothly polished and marked with joints at right angles to the curb grade, into blocks of uniform lenght, not less than two and one-fourth (2¼) nor more than three and one-half (3½) feet. The front edge of the top of the curb shall be rounded to radius of approximately one (1) inch and the back edge to a radius of not more than one-half (½) inch. The finished curb shall show a true straight face and top uniform width, free from humps, sags or inequalities. When a straight edge of five (5) feet long is laid upon the top of the curb, it shall not very more than one-fourth (¼) inch from the straight edge, except at the curves or grade changes.

(e) Expansion Joints

At all returns an expansion joint shall be placed at the end of the curb. This joint shall consist of three-eights (3/8) inch composition board made of two (2) layers of felt or paper and a filler of asphalt, shaped to the cross section of the curb and placed at right angles to the curb grade.

(f) Contractor's Name on the Curb

The Contractor may stamp his name on the curb at intervals of not lessthan three hundred (300) feet. The letters shall not be smaller than three-fourth (¾) inch in height.

(g) Street Name on Curb

The Contractor shall stamp the name of each intersecting street upon the curb facing at each street intersection. The name shall begin or end at the cruved ends of the curb returns. The letters shall not be less than three (3) inches in height and three-eights (3/8) inch in depth. The street names used shall be furnished by the City Engineer.

(h) Curing

The back and top of the curb shall be covered with earth or sand within twenty-four hours after completion, shall remain covered and shall be watered three times daily for seven (7) days thereafter.

(i) Repairs

The Contractor shall repair all curbs damaged by him during the construction. Where ahy curb requires repairs before acceptance, the repairs shall be made by removing and replacing the entire stone and not by refinishing the damaged portion.

Section 9.

Sidewalks

(a) Returns and Slopes

The finished surface of the sidewalk shall lie in a plane sloping from the established grade at the property line to top of the curb and at the street intersection shall cover the entire surface included within the prolongation of those sidewalks lines next to the property lines and the curbs.

(b) Subgrade

The sidewalk shall be placed on a thoroughly compacted and dampened subgrade. The base of the walk shall be three (3) inches thick after being compacted and shall on receiving a finishing coat of mortar one-half (½) inch in thickness have a total thickness of three and one-half (3½) inches.

(c) Forms

Strips used as side forms shall be not less than one and five-eights (1,5/8) inches in thickness nor less than three and one-half (3½) inches in depth, and shall have a smooth straight upper edge.

(d) Placing Concrete

Concrete, machine or hand mixed, shall be spread between side strips and thoroughly tamped until the concrete is compacted. The concrete must be smooth and uniform and shall be tested as to grade with a guage notched at each end and extending one-half (½) inch below the tops of the side strips.

Wearing Surface and Finish

Immediately after the concrete has been placed as above, the finish mortar shall be applied and thoroughly troweled in. Sufficient mortar shall be used to produce a wearing surface having a thickness in

no place less than one-half (½) inch. The surface shall then be troweled, retroweled, jointed into squares of not more than twelve (12) square feet, and except on grades of five (5) per cent or over, shall be polished. The finished walk shall show an even, true surface varying less than one-fourth (¼) inch from a five (5) foot straight edge, except at grade changes.

(f) Float Finish on Grades

On grades of five (5) per cent or more, after the wearing surface has been troweled and retroweled as above specified, it shall be floated with a wooden float before it is marked into squares.

(g) Expansion joints

Expansion and shrinkage joints must be provided in all sidewalks at intervals of approximately fifty (50) feet throughout the entire lenght of the sidewalk, as follows:

At returns the expansion joints shall be placed on the produced inner walk.

The expansion joints shall be open joints made by getting one-fourth (¼) inch steel plates and withdrawing after concrete has been tamped into place.

(h) Contractor's Name on sidewalk

The contractor may stamp, his name in the sidewalk at intervals of not less than three hundred (300) feet. The letters shall not be less than three-fourhts (¾) inch in height and impressed to a depth of one-fourth (¼) inch.

(i) Protection and Curbing

Sidewalk shall be protected by barriers and when the cement has had its initial set, the sidewalk shall be covered with earth to a depth of two (2) inches and watered three times daily for seven (7) days, or as frequently as shall be necessary to keep said earth covering wet.

(j) Repairs and Replacements

The Contractor shall repair all curbs and walks damaged by him during the construction of sidewalks. Where any sidewalk requires repairs before acceptance, the repair shall be made by removing and replacing entire sections and not by refinishing the damaged portion.

Section 10

Concrete

(a) Portland Cement- Amount in each sack and requirements.

Cement where specified, shall be Portland Cement, shall be received on the job in sacks filled at the cement factory and each sack containing not less than ninety-four (94) pounds net of cement. Said sack of cement shall be deemed to have a volume of one (1) cubic foot.

The Street Superintendent shall have authority to require any lot of cement to be held in storage until seven days tests can be completed where the cement is of a brand not previously tested by him, or where previous samples of the same brand tested by him have fallen below the requirements herein set forth. He shall have the authority to require the reconstruction of work in which cement has been used which subsequent tests show to be not in conformity with requirements. All cement shall meet the following requirements, and shall be tested therefor in accordance with Specifications C 9-17 of the American Society for Testing Materials.

(b) Fineness

The residue on a 200-mesh screen shall not exceed twenty-two (22) per cent by weight.

(c) Soundness

A pat of cement paste about three (3) inches in diameter and one-half (½) inch in thickness at the center, tapering to a thin edge, stored in moist air for twenty-four (24) hours, and then kept in an atmosphere of steam at ninety-eight (98) to one hundred (100) degrees Centograde for five (5) hours, shall show no signs of distortion, cracking, checking or disintegration.

(d) Time of Setting

The cment shall not develop initial set in less than forty-five (45) minutes when tested with a Vicat Needle, nor in less than sixty (60) minutes when tested with a Gilmore Needle. Final set shall be attained within ten (10) hours.

(e) Tensile Strenght

The average tensile strength in pounds per square of not less than three (3) mortar briquettes, composed of one (1) part, by weight, of cement and three (3) parts, by weight, of Standard Ottawa sand, shall be not less than the following:

| Age at test | Storage of Briquettes | Lbs. per sq. inch |
|---|---|---|
| 7days, 1 day in moist air, 6 days in water | | 200 |
| 28 days, 1 day in moist air, 27 days in water- | | 300 |

The average tensile strength in twenty-eight (28) days shall be grater than the average tensile strength in seven (7) days.

(f) Concrete Sand

Sand shall consist of waterworn particles of rock, produced by natural causes, and shall be free from both oil and organic matter.

Sand for the various uses specified herein shall meet the following additional requirements:

Sand for all cement and concrete work shall not contain more than three (3) per cent, by weight, of mica. The sand shall not lose more than five (5) per cent, by weight, when subjected to the test for clay and silt specified in Section G hereof. Not less than ninety (90) per cent, by wieght, shall pass a ¼ inch screen; at least fifty (50) per cent but not more than eighty-five (85) per cent, by weight, shall be retained on a 30-mesh screen.

(g) Testing Sand for Silt or Clay

Shall be done in the following manner: one (1) kilogram of dry sand shall be placed in a sixteen (16) inch standard gold pan, covered nearly to the rim with water, stirred and agitated gently but thiriughly with the hand, and allowed to settle thirty (30) seconds. The water shall then be poured off uniformly in fifteen (15) seconds. This washing process shall be repeated until immediatly after stirring standard six (6) point news print may be easily read through five (5) centimeters of water. The water shall be drained off then, the sand dried and weighed, and the loss determined by the difference in the weight.

(h) Concrete Gravel

May be run of the pit sand and gravel from local pits all of which shall pass a two (2) inch square mesh screen and not to exceed 50 per cent of which shall pass a three-fourths (¾) inch square mesh screen. Of that portion passing the ¾ inch screen two-thirds (2/3) shall pass a one-fpurth (¼) inch square mesh screen. The per cent of fine material which passes a 30 mesh to the linear inch screen shall not exceed 5 per cent by weight of the original weight.

The presence of loam, clay, floury quick sand, lime, soft or crumbling particles, in excess of seven (7) per cent by weight of the original volume is prohibited.

Section 11.

Proportion for Mixing Concrete

(a) Proportion

The body of the cement curbs and sidewalks shall be a mixture proportioned as follows: One (1) sack of cement, 6 cubic feet of run of the pit gravel and sand mixture hereinbefore described and 80 pounds of water.

(b) Measuring Materials

For machine or hand mixing the gravel mixture shall be measured in wheelbarrows which when struck with a straight edge resting upon the sides, shall have the capacity necessary to accurately maintain the above proportion. Every wheelbarrow load or box full of material used must be struck with a straight edge as above specified. Said material shall be measured loose, without shaking or compacting.

Cement in sacks as above specified shall be dumped directly into the mixer or upon the other material previously measured upon a mixing platform.

The water necessary for every batch shall be accurately measured with an apparatus which will positively prevent the use of more water than above specified. No mixer shall be used which is not provided with an accurate water measuring apparatus.

(c) Machine Mixing

Machine mixing shall be done with batch mixers only. For concrete the mixer shall be charges with one (1) sack of cement and sufficient gravel to conform with the proportions hereinbefore stated. Sufficient water, not in excess of the quantity above specified, shall be added to produce a plastic or quaking concrete which can be handled without causing a separation of the course aggregate from the mortar. The mixer drum shall have a speed of not less than thirteen (13) revolutions per minute and every batch of concrete shall be mixed in the form of the mixer not less than sixty (60) seconds before any portion of the batch is discharged from the said drum. At least seventy-five (75) seconds must elapse between the placing of successive batches in the mixer.

(d) Hand Mixing

Whereconcrete ic mixed by hand the gravel shall be placed on a tight platform, not less than ten (10) feet wide and twelve (12) feet long and upon this shall be placed the required number of sacks of cement. The Inspector shall be given the opportunity to check the number of sacks of cement on each batch before the sacks are opened.

The mass shall be turned with shovels two (2) times dry and two (2) times wet, not including shoveling into the wheelbarrows. During every turning the concrete shall be thoroughly and constantly raked. The specified amount of water shall be suppled durming the wet turns.

(e) Remixing Concrete

No concrete shall be used which has partially set, and no concrete shall be retempered or remixed.

(f) Finish Mortar

The finishing coating provided for both curbs and sidewalks shall be as follows:

(a) Proportions

The mortar shall consist of one (1) sack of Portland Cement and one and one-half (1½) cubic feet of concrete sand as hereinbefore described.

(b) Mixing

The mortar shall be mixed in a concrete mixer in the manner specified specified for concrete or in a water-tight mixing box. The box shall first be filled approximately one-half (½) full of of sand and rodded off with a gauge. The volume of the sand in cubic feet shall then be determined with a one cubic foot measuring box, and the required number of sacks of cement shall then be added. Each subsequent shall be rodded with the same gauge and shall receive a like amount of cement. The Inspector shall be given and opportunity to check the number of sacks of cement used in each batch. The material shall then be dry mixed by turning at least three (3) times with with the mortar hoe. Sufficient water shall then be added and mixing continued until the batch is uniform in color and consistency. The mortar must be used immediately after mixing and not retempering will be permitted.

Section 12.

General Provisions

Inspectors- The Contractors shall prosecute the work in the presenceof the Superintendent of the Streets of the City of Torrance or of an inspector appointed by him.

Any superintendent, foreman, laborer of other person employed on the work by the Contractor, who fails or refuses to perform the work in the manner specified herein shall be discharged immediately and such person shall not again be employed on the work.

Preservation of Monuments- The Contractor shall not disturb any monuments or stakes found on the line of improvements without the permission from the City Engineer, and shall bear the expense of resetting any monuments or stakes which may be disturbed without such permission.

Observing City Ordinances- The Contractor shall observe all the ordinances of the City of Torrance in relation to the obstruction of streets, keeping open passageways and protecting the same where they are exposed to dangerous travel.

Barriers, Lights, etc.- The Contractor shall take all necessary measures to protect the work and prevent accidents during construction. He shall provide and maintain all necessary barriers, guards, temporary bridges, watchman and lights.

Public Utilities- In case it should be necessary to move the property of any owner of a public utility or franchise, such owner will, upon proper application by the Contractor, by notified by the Superintendent of the Streets to move such property within the specified reasonable time, and the Contractor shall not interfere with said property u until after the expiration of the time specified.

The right is reserved to the City and to owners of public utilites and franchises to enter upon the street for the purpose of making necessary repairs,or for making changes in their property made necessary by the work.

On work including improvement of the roadway the Contractor shall notify the City Engineer in writing, when the rough grading has been completed. During the ten (10) days after the filing of this notice with the City Engineer, the City or any owner of a public utility shall have the right to enter upon the street for the purpose of laying or relaying pipes, conduits and appurtenances.

Protection of Work and Cleaning Up- The Contractor shall care for all work until final completion and acceptamce. All damage done to existing improvements by the Contractor shall be repaired by him. He shall remove all surplus material and rubbish from the work after its completion,,and before he makes application for the acceptance of the work.

No work which is defective in its construction or in any of the requirements of these specifications will be considered as accepted in consequence of the failure of any employee of the City, or inspector connected with the work, to point out said defects or deficiency durning construc-

tion. The contractor shall correct any imperfect work whenever discovered, before the final acceptance of the work.

Loss or Damage- All loss or damage arising from any unforeseen obstruction or difficulties, either natural or artificial which may be encountered in the prosecution of the work, or from any action of the elements prior to the final acceptance of the work, or from any act or omission not authorized by these specifications, on the part of the Contractor or any agent or person employed by him, shall be sustained by the Contractor.

Definitions- Whenever the work City is used in these specifications it refers to the City of Torrance,California. Whenever the word "Contractor" is used it refers to the party or parties of the second part in the agreement for the construction of the work herein specified. Whenever the words "Superintendent of Streets" or "City Engineer" are used in these specifications, they refer,respectively to the Street Superintendent and the City Engineer of the City of Torrance, or their authorized agents or inspectors.

Section 13.

The City Clerk shall certify to the passage of this ordinance by a majority vote of all the members of the Board of Trustees and its approval by the President of said Board, and shall cause the same to be posted in the following three places which are hereby declared to be three of the most public places in the City of Torrance;

One copy thereof at the entrance to the present office of the Dominguez Land Corporation in said City.

One copy thereof at the entrance to the present office of the City Engineer of the said City;

One copy thereof in the lobby of the Torrance Post Office.

And thereupon and thereafter this ordinance shall be in full force and effect.

was given its final reading and passed by the following vote;

Ayes; Trustees Fitzhugh, Gilbert, Smith, Stone and Proctor.
Noes; None.
Absent; None.

A recess of five minutes was taken by the Board, after which the meeting was called to order by the President.

Resolution #22, a resolution of intention was presented to the Board and adopted by the following vote;

Ayes; Trustees Fitzhugh, Gilbert, Smith, Stone and Proctor.
Noes; None.
Absent; None.

The City Engineer ask regarding the keeping of a telephone in the City Hall,also janitor service. The matter of telephone service was on motion of Trustee Gilbert, refered to the proper committee for action, and on motion of Trustee Fitzhugh, the question of janitor service was refered to the proper committee for attention.

The City Engineer stated that the City should have an ordinance for the issuance of permits for the laying of mains, and stated that the City could have received a nice fee for the installing of the gas line on South Arlington Avenue. On motion of Trustee Stone, duly seconded the question of an ordinance for the issuance of permits was refered to the proper committee for attention, motion carried.

In regard to the taking of gas from Torrance which was refered to the Engineer for investigation at a previous meeting, Mr Postle stated that he had not been able to get in touch with the proper parties and suggested that an ordinance could be passed regulating the pressure of gas required to be furnished in the City of Torrance, thought that an ordinance of this nature would cover the point in question.

On motion all demands which had been regularly audited, were ordered paid. By the following vote; Ayes; Trustees Fitzhugh, Gilbert, Smith, Stone and Proctor. Noes; None. Absent; None.

Statement of salaries due on February 1st was presented to the Board approved and ordered filed.

The matter of the Librarian's salary was discussed and on motion of Trustee Gilbert, duly seconded, the question of paying the Librarian was refered to the Finance committee for attention, motion carried.

President Proctor called the Board's attention to the rate hearing regarding the new rates of the Pacific Electric Railroad to be held on the 24th, hethot that the City should instruct the Attorney to represent the City at said hearing, after much discussion the matter was dropted,

as it was the opinion that this was nota matter for the Board to act on as Trustees.

The improvements on roads in Vista Highlands was questioned as to who was paying for same, Trustee Fitzhugh informed the Board that the City had done the work, Trustee Gilbert stated that the owners appreciated the attention very much.

The Attorney gave a synopsis on the hearing before the Railroad Commission on the rate question of the Torrance Water, Light and Power Co., stating that he thot that the Railroad Commission would grant an increase.

On motion made and duly seconded the meeting adjourned.

Robert J. Dinninger
City Clerk of the City of Torrance

Approved
Geo. C. Proctor
President of the Board of Trustees,
of the City of Torrance.